



LAND TO THE WEST OF

BURGESS HILL

A SUSTAINABLE VISION

JULY 2017

jtp

Contacts



Thakeham Homes

Thakeham House, Summers Place, Stane Street
Billingshurst, West Sussex RH14 9GN
T. +44(0)1403 787300

www.thakeham.com



Barton Willmore

7 Soho Square, London
W1D 3QB
T. +44 (0)20 7446 6888

www.bartonwillmore.co.uk



Cannon Consulting Engineers

Cambridge House, Lanwades Business Park,
Kentford, Newmarket CB8 7PN
T. +44 (0)1638 555107

www.cannonce.co.uk



EAD

3 Colleton Crescent, Exeter EX2 4DG
T. +44 (0)1392 260420

www.eadconsult.co.uk



London Studio

23-25 Great Sutton Street,
London EC1V 0DN
T. +44 (0)20 7017 1780

www.jtp.co.uk



RPS Planning & Development

Highfield House, 5 Ridgeway,
Quinton Business Park, Birmingham B32 1AF
T. +44 (0)121 213 5500

www.rpsgroup.com



Peter Brett Associates

Caversham Bridge House, Waterman Place,
Reading RG1 8DN
T. +44 (0)1189 500761

www.peterbrett.com



CgMs

140 London Wall, London, EC2Y 5DN
T. +44 (0)20 7832 1481

www.cgms.co.uk

Contents

The vision	1
A sustainable location	2
The site	4
Site description	4
Key features	5
Access and local amenities	6
Technical considerations	8
Design response	12
Concept design strategy	13
Concept plan	14
Design principles	16
Indicative framework	18
Deliverability	22
Benefits of development	24
Summary	26

PROJECT CODE	01165
CREATED BY	NL/ SXM/ SS/ JW
CHECKED BY	AD/SS
ISSUE TYPE	1ST DRAFT
ISSUED ON	6 JULY 2017

DISCLAIMER:
This report has been prepared for the sole use of **Thakeham Homes** and for the intended purposes as stated in the agreement between **Thakeham Homes** and JTP. No responsibility or liability is accepted towards any other person in respect of the use of this report or for reliance on the information contained in this report by any other person or for any other purpose. The use of this report by unauthorised third parties without written authorisation from JTP shall be at their own risk, and JTP accept no duty of care to any such third party. This document may contain photographs of and/or quotes from participants in the Community Planning process. Publication is intended as a record of the event(s) rather than a representation of the views of the subject(s).

The vision

This document has been prepared by Thakeham to promote the deliverability of Land to the West of Burgess Hill. This site responds to the local context of development and provides certainty of delivery in one of the District's most sustainable locations for growth. Thakeham can provide for a comprehensive development that builds on the identity of Burgess Hill, to create a sustainable gateway to the west of the town adjacent to the Council's Northern Arc proposals.



Attractive, high quality homes (a recent Thakeham Homes development)

With their Head Office located in Billingshurst, West Sussex, Thakeham is a local housebuilder with extensive knowledge and experience within Sussex. Over recent years the business has flourished and evolved into an independent regional housebuilder with a positive reputation locally for delivering quality houses within thoughtfully designed and attractive places to live.

Thakeham supports key values in every development it creates, with a vision to ensure cohesive working with a Site's natural features as a core principle of design. Respecting the local vernacular and enhancing natural features ensures the creation of a real sense of place within a development.

With a highly qualified management team and developed procedures and systems, Thakeham has the ability to produce a quality product in a timely fashion, on Sites ranging from small and medium developments to strategic urban extensions. They work positively and proactively with local residents, councils and other stakeholders to drive quality design, making a positive contribution to the locality that surrounding communities and future residents can be proud of.

The delivery of this Site could provide a socially, environmentally and economically sustainable extension on the western side of Burgess Hill, providing much needed new homes in the most sustainable location in Mid-Sussex, whilst supporting and working cohesively with the strategic objectives of the town.

This is a chance to create a place which will be characterised by:

- Clusters of attractive homes, interwoven with landscaped public spaces and water, forming a variety of memorable places with distinct character.
- Outstanding public realm and community facilities, creating an inclusive environment which promotes people's health, happiness and wellbeing.
- Great public transport, pedestrian and cycle routes, providing excellent access to jobs and amenities.
- A strong sense of identity, creating a place where people feel they belong, and importantly, a place which feels as though it belongs in mid-Sussex.

A sustainable location

The most sustainable strategy for the District is to allocate a significant proportion of new development to the west of Burgess Hill.

A sustainable location

Delivering sustainable development

The NPPF describes sustainable development as the golden thread running through both plan making and decision taking. It sets out the three dimensions to sustainable development: economic, social and environmental.

In terms of the economic dimension, the provision of new homes on the West of Burgess Hill would support the economic growth of the town and local area in general and, in particular, would help support the new Town Centre retail and leisure development and the proposed business park and science and technology park nearby. In addition, the proposals would generate economic benefit in terms of construction jobs, new jobs in supporting infrastructure such as a primary school and retail, increased population and expenditure in local businesses, New Homes Bonus, CIL (if in force)/S106 funds, Council Tax revenue.

The development can support the delivery of new social infrastructure (such as a school, retail, open space, play space) and easy access to existing and proposed facilities in Burgess Hill such as leisure, sports, culture, education and health. In addition, any scheme would deliver much needed new affordable housing to help meet the needs of local people.

From an environmental perspective, the area is relatively unconstrained and is not affected by any statutory designations. Any proposals would be able to ensure any impact on listed buildings, ecology and trees are adequately addressed and mitigated for. Due to the nature of Thakeham Homes' philosophy towards housing design, any scheme would preserve the character of the area and help to strengthen the character of the area. The impact on neighbouring residential amenity will be limited.

The area is therefore considered to have a very limited number of constraints whilst offering substantial economic, social and environmental benefits and is considered to be a sustainable location.

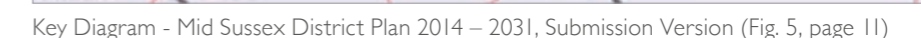
Strategic development

A potential answer to this is to ensure sufficient deliverable strategic allocations that will hold off any further windfall sites coming forward in an ad-hoc and unplanned manner. Accordingly, the Council has already identified that it will undertake the preparation of a site allocation Development Plan Document (DPD), probably in 2020/21, after the adoption of the District Plan, which will consider all sites which are available, suitable and deliverable at this time.

Therefore, in terms of location, the most sustainable strategy for the District is to allocate a significant proportion of the proposed development to Burgess Hill. Located in the south of the District, Burgess Hill is the largest of the three towns in Mid Sussex with a population of around 29,000. There are two main line stations which allow access to London and Brighton, town centre facilities (which are set to be significantly improved as part of the proposed town centre redevelopment by NewRiver Retail) and existing employment opportunities. Burgess Hill has very few constraints and the site is not covered by any national, regional or local designations.

As a result, there is strong evidence to demonstrate that the West of Burgess Hill is an appropriate and sustainable location for the delivery of a further strategic housing allocation in Mid Sussex, either as a standalone deliverable urban extension tying in with the existing town and proposed employment opportunities or as part of the already allocated Northern Arc. Indeed, the Council has acknowledged in its letter to the Planning Inspectorate dated 29th September 2016 that:

In 2007 David Lock Associates undertook a visioning document for Burgess Hill, which considered how the town could grow and featured the input from local residents. As part of this exercise growth to the west of Burgess Hill was promoted as part of a strategy which would come forward after sites to the north, east and town centre. These sites have been included by the Council in their submission plan based on the expected housing need at the time of writing. The need for the District has now increased and Thakeham consider that in line with this evidence, it is appropriate to consider how development to the west of Burgess Hill can address shortfalls in housing land.



The site

“The site is ideally located to exploit the locational advantages of its position on the edge of Burgess Hill and the positive impacts of future residential and employment growth in the area”.

Site description

The Site is situated within the county of West Sussex, and lies centrally within the district of Mid Sussex. It is located immediately to the west of the town of Burgess Hill and to the north of the smaller settlement of Hurstpierpoint.

To the north of the site, the small existing settlement of Goddard's Green sits adjacent to a number of existing commercial uses and land with permission to be developed for a Business Park. Immediately to the north of this is the A2300 providing easy access to the A23. To the east the site is bounded by the A273, Jane Murray Way, while to the south and west is open countryside with scattered dwellings.

The Site and its surrounding landscape context comprises a mosaic of irregularly shaped fields bounded by hedgerows and treebelts of varying condition, poorly maintained woodland, and dispersed areas of settlement.

Topographically, the Site lies within a generally low lying area that features a number of localised valley formations that are orientated east-west. The Site itself forms part of one such valley formation associated with the Pook Bourne watercourse, with the northern and southern boundaries of the Site broadly corresponding with the ridgelines of this valley formation.

The Site is partly wooded in character due to the extent of containment provided by the existing areas of woodland and scrub (some of which is defined as ancient woodland, located within the southern and eastern parts of the Site, including Northend Copse, Jackson's Pit and Parson's Withes) and treebelt vegetation bounding the agricultural fields. The western part of the Site is less visually contained as the fields are enclosed by trimmed and/or gappy hedgerows. In contrast, the eastern edge of the Site is well contained by the linear woodland that lies adjacent to the A273 Jane Murray Way.

The Site is not covered by any national, regional or local designations. The nearest nationally designated landscapes include the High Weald Area of Outstanding Natural Beauty (AONB), located 2.5km to the north of the Site, and the South Downs National Park, located 4km to the south of the Site. There are no Country Parks, Registered Parks and Gardens or Nature Reserves within the vicinity of the Site. However, informal areas of open space and permissive paths are located within the eastern part of the Site, which connect with the Public Rights of Way (PRoW) that extend through the Site, providing recreational access, permeability and connectivity between the areas of dispersed settlement.

Key features

KEY

Study Area

Goddards' Green Business Park (Permitted Development)

Northern Arc (Development Allocation)

Proposed Future Science & Technology Park

Public Rights of Way *

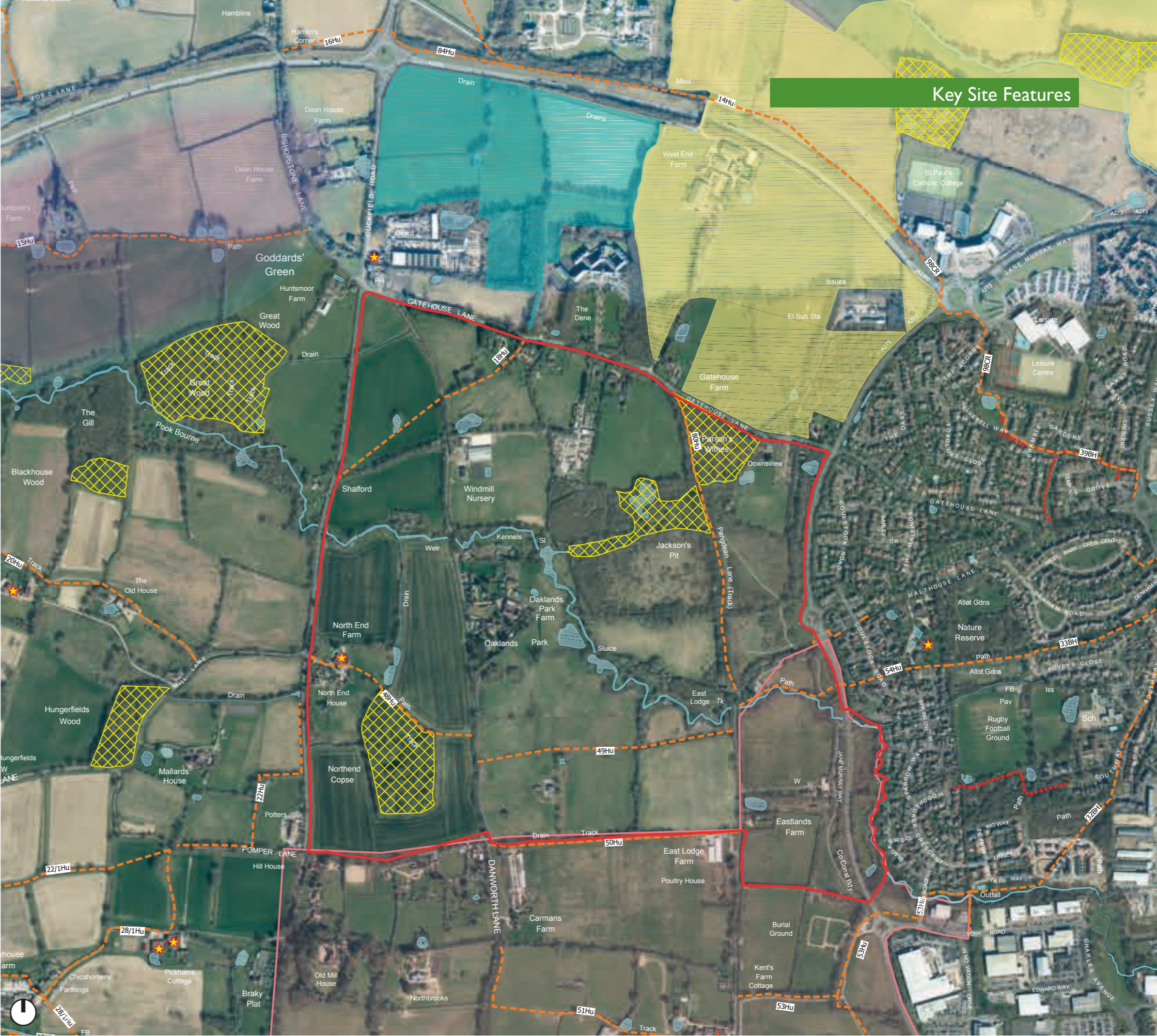
Cycle Route ++

Listed Buildings ~

Ancient Woodland #

Strategic Gap **

Sources:
^ OS Mapping
Natural England GIS Data Set
~ Historic England National Monument Record GIS Data Set
* West/East Sussex County Council PROW GIS Data
++ Department of Transport (DoT) GIS Cycle Network Data
** Mid Sussex District Council Local Plan Proposals Maps



Reproduced from the Ordnance Survey Map with the permission of Controller of HMSO. Crown Copyright Reserved. Licence No. 100019279. Aerial capture 2015

Access and local amenities

Walking and cycling

There are number of footpaths and bridleways that transverse the site or provide connections to/from the site. The green circle network also runs adjacent to the site along the west side of the A273 providing a cycle (or walk) route around Burgess Hill.

Public Transport

There are a number of bus services that currently operate along the A273 adjacent to the site and A2300 to the north, including Services 137, 136 and 100. These offer up to three buses per hour to key locations including the Victoria Business Park, Tesco superstore, town centre and railway station, as well as one bus per hour to other destinations in Mid Sussex and Horsham districts.

The Thameslink rail services stop at Burgess Hill for destinations such as: Brighton, Haywards Heath, East Croydon, various London stations including St Pancras International, Luton and Bedford.

Highways

The site is located adjacent to the A273 which runs around the west of Burgess Hill and also just south of the A2300 which provides connection to the A23, a strategic road to Brighton in the south and Crawley, Gatwick Airport and London to the north. The A273 provides connections into and around Burgess Hill and towards Haywards Heath.

£17m has been secured (of the estimated £23m total cost) to fund the dualling of the A2300, subject to Department for Transport approval of a Full Business Case submission (planned in Spring 2018) and confirmation of funding from other sources including developer contribution.

Traffic surveys were undertaken in November 2016 to complement the manual classified turning count surveys carried out by WSCC in October 2015 to develop the Burgess Hill transport model. The surveys and observations show that delays occur on the A2300 (particularly the A2300/A273 junction) during the peak periods travelling into Burgess Hill in the morning and some congestion can also occur in the evening.

Some town centre roads, including the B2036, Queen Elizabeth Avenue and Junction Road suffer from some delays during peak periods.

The A273 to the east of the site from the Coulstock Road roundabout to the B2036 operates relatively efficiently during peak times.

Local amenities

The plan on the facing page illustrates the wide variety of amenities which are available within the town of Burgess Hill and how they can easily be accessed from the site.

The site (from its centre) is located just 2500m from Burgess Hill town centre. There is a large food superstore to the south west of Burgess Hill only 1700m from the site, as well as various smaller stores within the town centre and suburbs. A leisure centre is located north west of Burgess Hill, only 900m from the site.

The town centre, Sheddingdean Business Park, Braybon Business Park, as well as the proposed Business Park at the Northern Arc and Science Park on the A2300 are key local employment areas. Burgess Hill benefits from two railway stations at Burgess Hill town centre and Wivelsfield.

Three secondary schools are located in Burgess Hill: St Paul's Catholic College on the A2300 north of site; and Downlands Community School and Burgess Hill Girls to the south west of Burgess Hill town centre. There are a number of GP surgeries within Burgess Hill. Princess Royal Hospital at Hayward Heath offers an A&E department.

Local Facilities	Distance from centre of site (approx. to centre)
Town Centre	2500m
Employment	
Business Park at Northern Arc	1500m
Braybon Business Park	1500m
Sheddingdean Business Park	2000m
Education	
Primary School	On site
St Paul's Catholic College	900m
Downlands Community School	4900m
Burgess Hill Girls	3000m
Hurstpierpoint College	1700m
Other	
Food superstore	1700m (Tesco)
Leisure centre	900m (The Triangle)
GP surgery	On site
Princess Royal Hospital at Hayward Heath (A&E department)	6100m

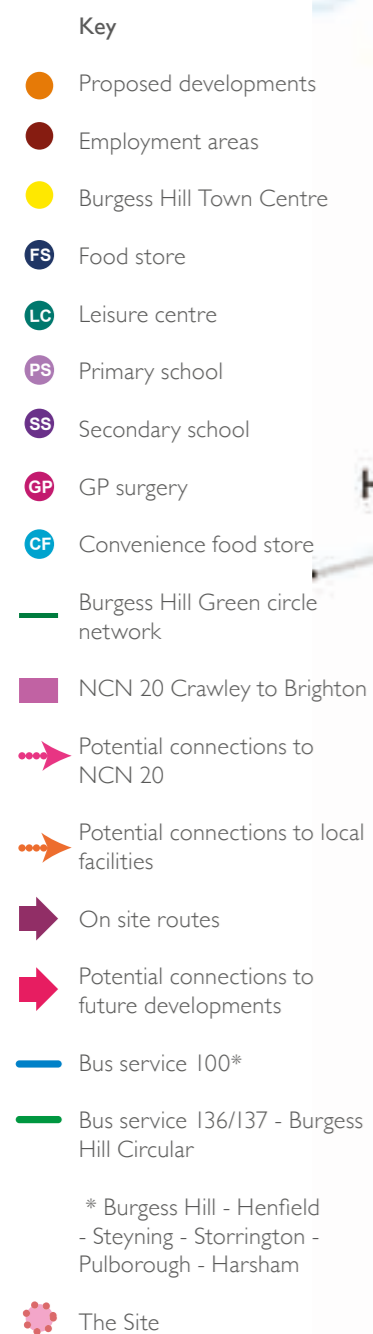


Easy access to sports and leisure facilities



Safe and convenient routes for walking and cycling

Access and local amenities plan



Technical considerations

Landscape & visual appraisal

A landscape and visual appraisal has been undertaken to understand the existing character of the Site and the nature of views towards the Site from the surrounding landscape.

The Site has a varied character. The western part of the Site has a visual connection with the wider rural landscape to the west of the Site, while the remainder of the Site has an urban fringe character as it is influenced by the nearby A273 Jane Murray Way and the presence of a number of existing built forms.

Pook Bourne, which extends through the Site, is a unifying feature and strongly influences the Site's character while resulting in an enclosed localised valley setting. The field boundaries, comprising well-defined hedgerows and treebelts, in combination with the underlying landform and three areas of extensive woodland within the Site, physically and visually contain the Site and reduce its visual envelope. These existing areas of vegetation that enclose the Site offer opportunity for habitat, biodiversity and amenity enhancement.

The Site is considered to range between low and medium landscape value as it comprises mainly agricultural land that is common in the wider area. While there are some landscape features of importance, such as the areas of ancient woodland, the Site is not covered by any landscape designations and is therefore undesignated in landscape planning terms. An area of informal open space in the eastern part of the Site affords the opportunity for outdoor recreation, although the presence of the A273 reduces any perceived rurality or tranquillity in this part of the Site.

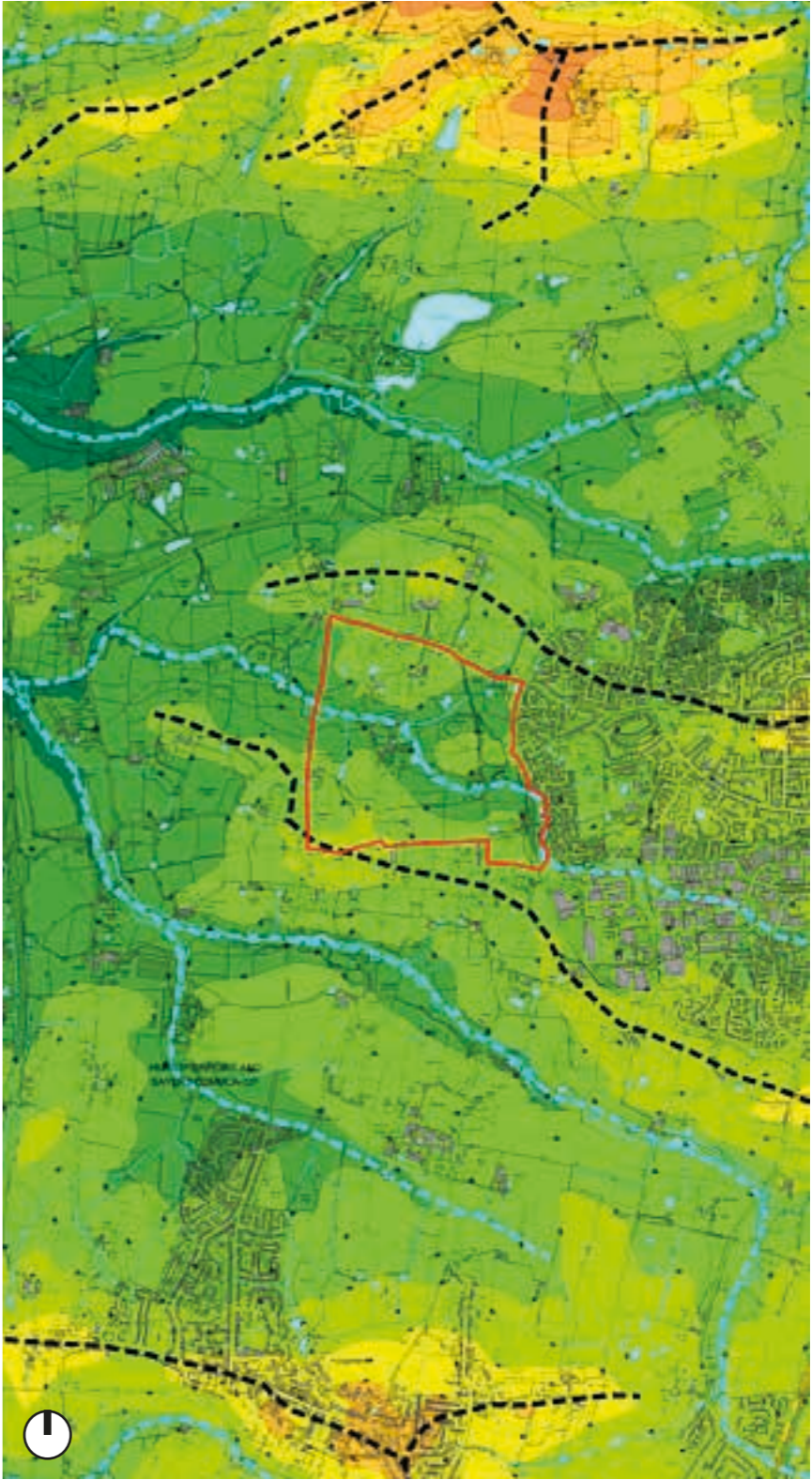
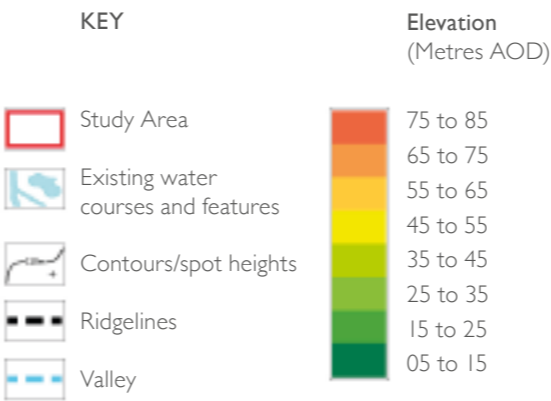
There is no one location from which the Site can be seen in its entirety as it lies within a localised valley associated with Pook Bourne that is enclosed by vegetation. Consequently, the visual envelope of the Site is very localised and limited with views restricted to areas that allow glimpsed views of small parts of the Site. In long distance views of the Site from the elevated escarpment of the South Downs National Park, the Site is difficult to discern as it lies over 4km away and forms part of the extensive panoramic context of the existing built-up area of Burgess Hill and the surrounding area.



View looking south into site

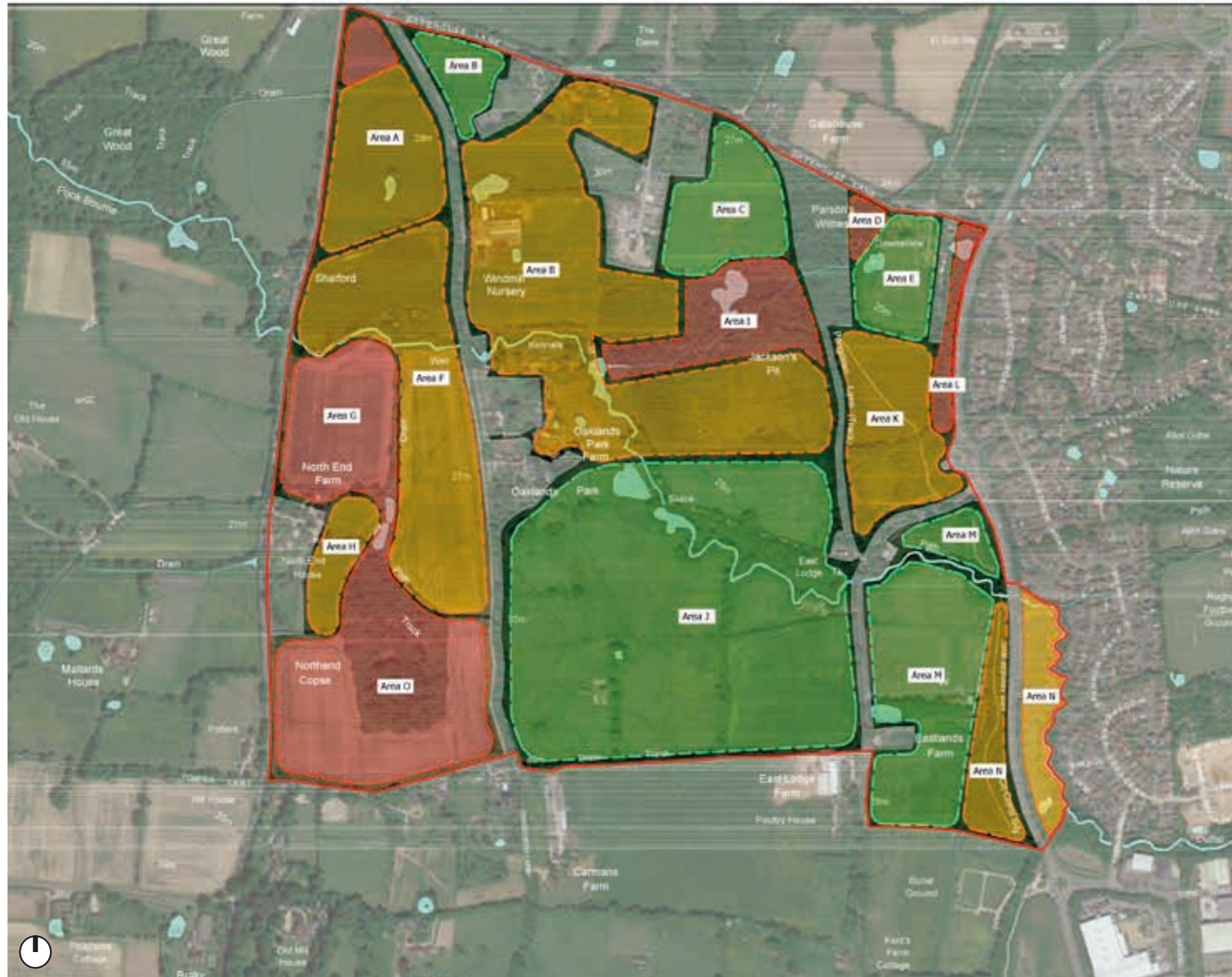


View looking north into site



Technical considerations

Landscape & visual appraisal



Summary

In summary, constraints to new residential development from a landscape and visual perspective include:

- The woodland areas (including ancient woodland),
- Visibility from the nearby listed buildings and potential effects on their respective settings;
- The flood plains of the Pook Bourne;
- The proposed extension of the local gap across the eastern part of the Site and proposed designation as an area of informal scape within the Pre-Submission District Plan;
- The western part of the Site encompasses an area identified as having a low/medium landscape capacity; and
- The visibility of the Site from nearby properties, transport routes and the potential for long distance views (4 km) from the South Downs National Park.

Landscape and Visual Appraisal Plan

Based on a comprehensive landscape and visual appraisal of the site and its surroundings, the site has been divided into 16 character areas based on their key attributes and landscape and visual sensitivity as part of the existing baseline appraisal.

KEY

- Study Area
- Existing Water Courses and Features
- Contours/Spot Heights (Metres AOD)

Landscape and Visual Sensitivity

- Areas of Low Landscape and Visual Sensitivity
- Areas of Low/Medium Landscape and Visual Sensitivity
- Areas of Medium Landscape and Visual Sensitivity

Technical considerations

Site constraints

Transport

Four footpaths and a bridleway cross the site providing connections to the surrounding area. The A273 bounds the east offering access from the site into Burgess Hill. Cuckfield Road runs along the western edge of the site and provides a connection towards the A2300.

The current road network within the site area is made up of narrow country lanes which provide access to some rural properties and farms. The roads are not wide enough to provide combined vehicle, pedestrian, cycle and bus connectivity through the site. Widening in many places is restricted due to property frontage and historic hedgerows.

The Pook Bourne stream runs east-west across the site. There are two narrow bridges on High Hatch Lane and Malthouse Lane where these roads cross this stream.

Heritage

The site is in general, thought to have a low archaeological potential for all past periods of human activity except in that part of the site south of the Pook Bourne and east of High Hatch Lane. This area is thought to have a high potential for all Prehistoric periods and a moderate potential for the Roman period.

Whilst it is possible that archaeological remains may be present within the site, the balance of probability is that these will be of purely local significance.

Whilst further programmes of archaeological mitigation will be needed in advance of development, it is not thought that any buried archaeological remains would need addressing through design methods.

A designated Heritage Asset in the form of a Grade II listed barn, of mid to late 18th century date, is located at North End Farm, within the site boundary.

Non-designated landscape features of local importance are present in the form of High Hatch Lane and Pangdean Lane (though the former is fully tarmacked and the latter partly tarmacked as modern lanes), associated hedgerows and woodland.

Utilities & infrastructure

A number of utilities cross and border the site. Arguably the most notable is the pumping station operated by Southern Water, which lies in the east of the site on the northern bank of the Pook Bourne. The pumping station conveys incoming wastewater flows from Burgess Hill (to the east) to the Goddards Green Wastewater Treatment Works (WwTW) to the north of the site. There is a 50m zone around the pumping station within which residential development should be excluded. The associated sewers and pumping main are limited to the eastern edge of the site. The pumping station has an emergency overflow to the Pook Bourne. The presence of an overflow is not considered a constraint to the development, but is noteworthy as it may limit opportunities for improving the water quality of the river.

Southern Water's current headroom prediction at Goddards Green WwTW would indicate that there is currently insufficient spare capacity to deliver this strategic proposal alongside other planned development in the catchment. Southern Water are investigating options to increase treatment capacity in this location alongside the Environment Agency who control the issuing of discharge consents. Whilst the matter of treatment capacity has the potential to influence the scale of development and/or delivery timescale, the current headroom predictions are thousands of dwellings and hence this constraint is far from an immediate one that needs to be resolved by Southern Water.

A water supply main passes through the site in the east, following Pangdean Lane from where it turns to run north-east across open ground towards Gatehouse Lane.

A number of spans of overhead electrical infrastructure cross the site albeit initial discussions with UK Power Networks reveal it is viable to underground and reroute such infrastructure so as to remove this constraint.

Flooding & drainage

There are two small watercourses and one designated Main River within the site boundary. The Main River is the Pook Bourne which broadly flows from east to west through the site, picking up the two smaller watercourses and joining the Hertings Stream (another Main River) to the west of Cuckfield Road. The Hertings Stream then goes on to join/become the River Ardur at a point some 4km to the west of the site.

As a Main River the Pook Bourne falls within the jurisdiction of the Environment Agency (EA) allowing them some control/oversight regarding activities which may affect the water environment. A relatively narrow band of Flood Zone 3 and 2 (the high and medium probability floods) is associated with the Pook Bourne as it passes through the site.

In addition to the Flood Zones, the site also hosts some bands of surface water flooding. The surface water flood maps produced by the EA highlight routes along which runoff from intense rainfall may be conveyed and/or accumulate. Surface water flood maps often highlight already identified watercourses which support a continuous flow of water, as is the case here, as well as areas where water will only flow during extreme storms. The pattern of surface water flooding broadly shows the pathways by which rainfall runs overland and makes its way into the Pook Bourne (which operates as the spine watercourse for the site).

The EA has not identified any formal flood defences along the Pook Bourne and none were evident from visiting the site.

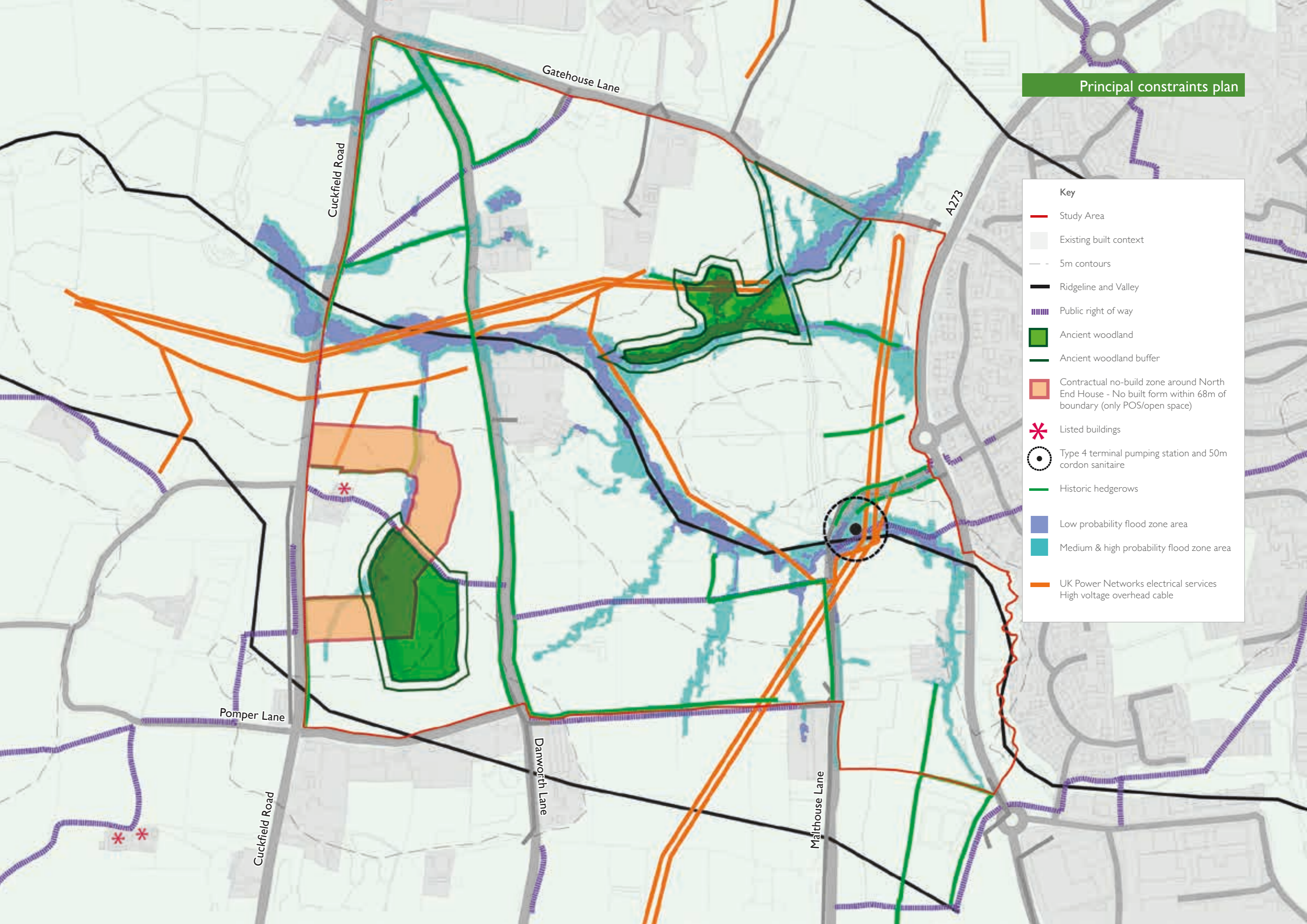
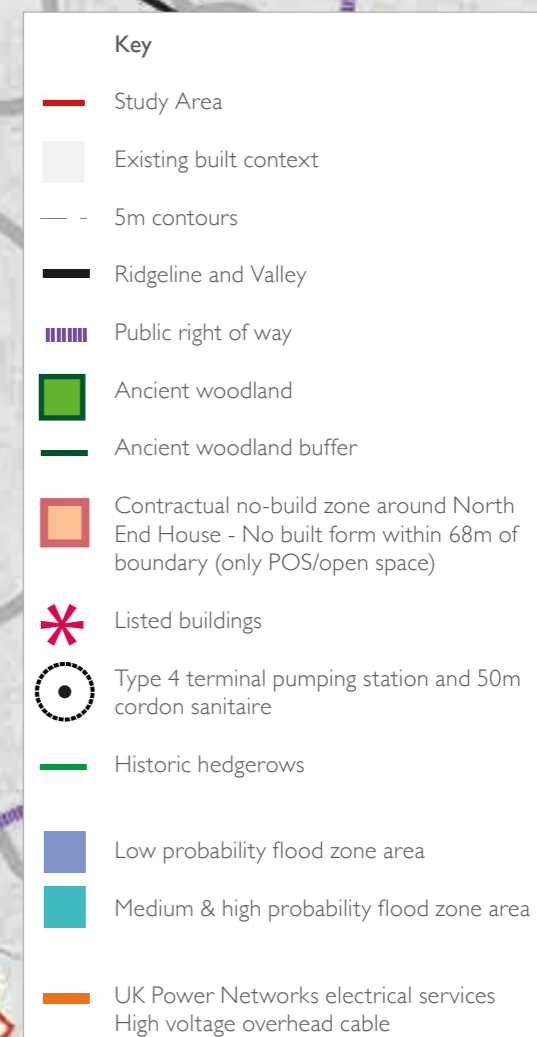
Ecology

A preliminary understanding of the ecological value of the site has been developed through desk study and site survey. This has included a detailed review of ecological information held by the Sussex Biodiversity Record Centre and an Extended Phase I Habitat Survey. These have informed the preliminary analysis of ecological constraints and opportunities for the development of the site, and the proposed ecological approach for a planning application, including requirement for further detailed ecological surveys e.g. for protected species.

There are no statutory designated sites within or adjoining the site. The verge of Malthouse Lane in the east of the site is a non-statutory 'Notable Road Verge'. Two further non-statutory designated 'Local Wildlife Sites' occur within 2km of the site.

Habitats of high to moderate ecological value within the site include ancient, semi-natural and plantation broadleaved woodland, species-rich hedgerows, mature trees, semi-improved neutral and marshy grassland, river and ponds. These are mostly Priority Habitats for which site development would seek to retain, protect and enhance wherever possible. Other habitats within the site boundary include arable, improved grassland, poor semi-improved grassland, scrub, tall ruderal, bare ground and buildings. These are habitats of lower ecological value although may also provide habitat for protected/notable species.

Principal constraints plan



Design response

A development with a distinct character and a real sense of place; comprising clusters of homes surrounded by woodland and watercourses - offering the best of town and countryside.



Concept design strategy

These diagrams describe the different layers of an emerging design strategy for the Site. This strategy has been developed to address the issues identified in the site assessment through positive interventions, and in so doing, deliver a realistic, attractive and achievable development opportunity.

1. Respect existing site features



1. RESPECT EXISTING SITE FEATURES

Analyse existing settlement patterns on the Site as well as within the wider area and utilise this knowledge to enhance the existing fragmented development pattern while respecting the setting of key buildings.

Retain and enhance existing woodland, hedgerows and watercourses to define high quality amenity space with the potential for enhanced ecological benefit.

2. Make connections



2. MAKE CONNECTIONS

Protect existing historical routes and public rights of way within the new development pattern to provide high quality walking and cycling routes which offer a sustainable alternative to the use of vehicles and enhance local distinctiveness.

Create a central spine route through the Site connecting Jane Murray Way in the east with Cuckfield Road in the west. Providing the development with good linkages into the town but also opportunities for connections to new development sites to the north and excellent access to the wider highways network.

3. Create a distinctive place



3. CREATE A DISTINCTIVE PLACE

Define a series of distinct development parcels at a variety of densities, linked by pedestrian friendly streets and footpaths, and surrounded by beautiful, but functional green space and high quality recreation facilities.

Bring nature into the development and form a connection between the wider town and the countryside to the west by joining-up existing areas of woodland and watercourses to create a green swathe through the heart of the Site.



Concept plan

The layers of the design strategy come together to form a concept plan which is a flexible framework within which a variety of different uses could be developed. Development will be primarily residential, but will also provide a primary school and supporting mixed-use development, with associated public open space and amenity provision. It will be necessary to work in partnership with key stakeholders to identify exactly what these uses are and where they should be located on the plan. Key elements of the plan include:

- A network of permeable streets, footpaths and cycle ways, forming sustainable connections to the centre of Burgess Hill as well as direct links to future development in the north including The Hub, the Northern Arc and the future Science Park.
- A central bus route, creating a link between the A273 and the A2300, providing a frequent and comprehensive link to key commuting, leisure and retail facilities in the area.
- Green corridors incorporating a multi-functional SuDS strategy to create valuable amenity space, retain and protect valuable ecological habitats, encourage biodiversity and manage surface water runoff to control the quality and quantity of water leaving the Site.
- The vehicle accesses, one from the roundabout on the A273 Jane Murray Way at Coulstock Road and the other on Cuckfield Road for access to the A2300. This offers the opportunity to minimise traffic impact on the A2300/A273 roundabout, which suffers from delays in the morning and evening peak periods.
- The under-grounding of significant overhead electricity cables, to enable more logical development and enhance public amenity.
- Protection of the setting of the Grade 2 listed barn at North End Farm with a no-development buffer zone and careful landscaping.
- Retention and enhancement of historic High Hatch Lane and Pangdean Lane, by incorporating them within the layout as important pedestrian and cycle routes with minimal vehicular cross-overs.
- The integration of nature into the expanded settlement through a central green swathe providing valuable amenity and leisure space and extending through the eastern part of the Site to form part of a wider 'Green Circle' around the existing built-up area of Burgess Hill.
- A robust green buffer of 10-20m along the southern boundary, comprising hedgerows, hedgerow trees and canopy trees.

Development will be largely contained within the localised valley of the Pook Bourne and screened by existing vegetation, with no built development within the most elevated parts of the Site, minimising the area from which the Proposed Development will be visible.

More detailed discussion of the strategies which will be adopted to address particular technical constraints will be provided in supporting documentation.

Concept masterplan - illustrative aerial view looking north east



Design principles



PLACE-MAKING:

A development which places as much importance on the space between buildings as the buildings themselves.



LOCAL VERNACULAR:

Buildings which reflect the best of the architecture found locally and utilise materials which are sympathetic to the locality and will weather beautifully.



CHARACTER & IDENTITY:

A place which is sympathetic to, but distinct from its surroundings, creating a place which is memorable and engaging.



HIGH QUALITY DEVELOPMENT:

A place where people will aspire to live; with well designed streets and homes which will stand the test of time.



LANDSCAPE:

An environment which enhances the best of the existing landscape and ecology to define attractive spaces with a real purpose for all age groups.



SUSTAINABILITY:

An environment which encourages greener ways of living through reduced energy demand, resource efficiency and sustainable transport options.



SAFETY & SECURITY:

Somewhere that feels safe at all times of the day and night with streets and spaces which are well used, carefully lit and overlooked by surrounding homes.



CONNECTIVITY:

A place where everyone finds it easy to get around, and which provides good accessibility to local facilities and services.



Indicative framework

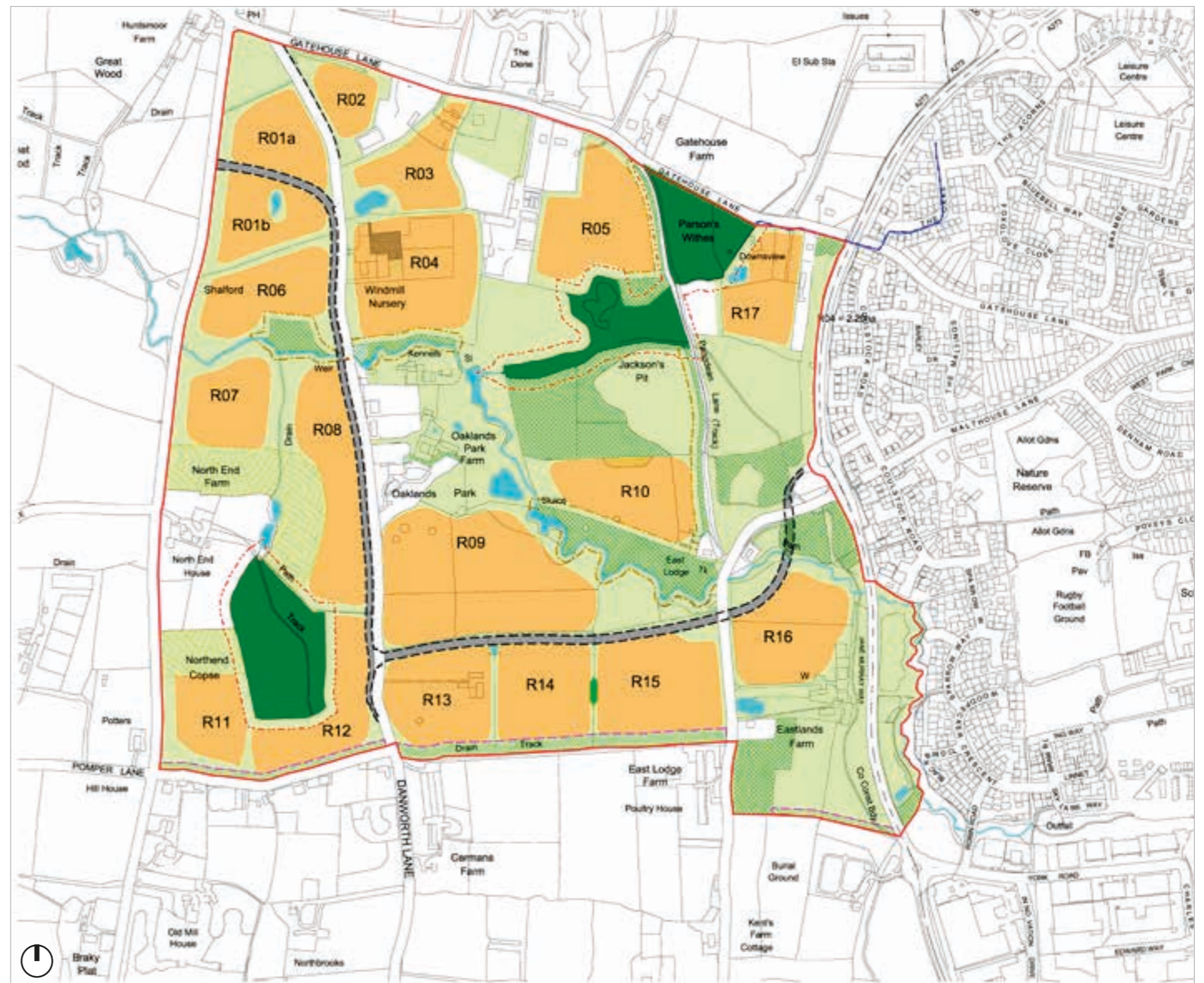
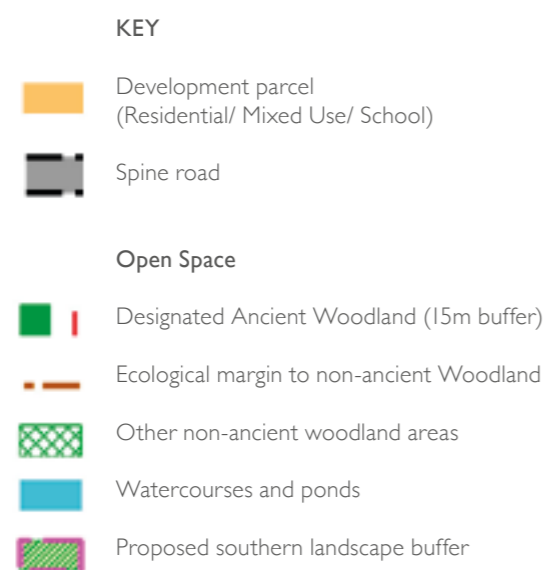
Illustrative masterplan

Illustrative masterplan

This plan demonstrates how the site could be developed taking account of the various technical constraints and design concepts discussed on the previous pages.

The masterplan is a flexible framework within which a variety of different uses could be developed to suit the needs of both new and existing residents. Development will be primarily residential, but will also provide a primary school and supporting mixed-use development, with associated public open space and amenity provision. It will be necessary to work in partnership with key stakeholders to identify exactly what these uses are and where they should be located on the plan.

The following pages explain how this masterplan addresses specific aspects of the technical constraints in order to deliver a realistic, attractive and achievable development opportunity.



Illustrative Masterplan

Indicative framework

Technical matters

Transport

On-site The site lends itself for the creation of a new community due to its excellent strategic location adjacent to the A273 and just south of the A2300 and the potential to connect to Burgess Hill and surrounding planned development via a range of pedestrian links, cycle routes, bus services and vehicle connections. These connections will allow integration between the existing community and planned development to the north as well as providing access to new recreational spaces on the site itself.

The existing narrow roads within the site will be retained to provide 'green' routes for walking and cycling (and vehicle access to the existing properties). New streets will be delivered alongside these 'green' routes, for vehicles and bus use, to minimise impact on the historic hedgerows and to allow the historic connections to the site's rural surroundings to be retained and protected.

Pedestrian and cycle access can be achieved to existing areas of Burgess Hill via Gatehouse Lane and also via Malthouse Lane, to cross A273 Jane Murray Way.

There are also opportunities to connect to the Northern Arc development, in particular the Community/sports area and the Hub (business park) via connections from Gatehouse Lane. The planned Science Park would benefit from the use of effectively redundant road to the A2300 from the site, which has been blocked off for traffic use on to the A2300. This would offer a traffic-free route to/from these planned business areas.

The site offers the opportunity to deliver two main vehicle access points, one from the roundabout on the A273 Jane Murray Way at Coulstock Road and the other on Cuckfield Road for access to the A2300. This offers the opportunity to minimise traffic impact on the A2300/A273 roundabout, which suffers from delays in the morning and evening peak periods.

The accesses will be formed through the introduction of a western approach arm on to the A273 roundabout and a new priority junction on to Cuckfield Road to from the northern part of the site.

The street network will be designed to allow buses to travel through the site to/from Burgess Hill and onto the planned employment areas at Northern Arc and Science Park along the A2300, but to discourage through traffic through geometric design and/or a bus gate.

Off-site Improvements to walk and cycle routes and crossing facilities will be delivered to connect the development to/from the Science and Technology Park and Hub along the A2300 and also to/from Burgess Hill town centre. This will benefit the wider Burgess Hill area with segregated or low trafficked routes between the planned business areas and community/sport facilities on the A2300 and residential areas.

The bus services currently operating along the A273 Jane Murray Way on the eastern boundary of the site, could be diverted through the site to provide a frequent and comprehensive link to key commuting, leisure and retail facilities in the area. Additional journeys on these services could be provided, including buses earlier in the morning, later in the evening and at weekends which would also provide wider benefit to existing residents in the town.

Drainage

Built development, land raising, dense planting/landscaping will need to be avoided in the Pook Bourne floodplain and river corridor. Surface water flow routing, maintaining where possible the current flow routes shown on the surface water flood maps, will also need to be incorporated into the layout.

Surface water runoff from the proposed development will need to be restricted to greenfield rates, i.e. existing rural rates, prior to discharging to the Pook Bourne or its tributaries. A series of surface water attenuations basins throughout the site with restricted outfalls augmented by additional upstream sustainable drainage techniques would help to control both the quantity and quality of water in the Pook Bourne.

Utilities infrastructure

The masterplanning will need to respect the presence of the water and drainage infrastructure at the site. However, initial correspondence with other utility providers, such as UK Power Networks concerning the electrical cables, has revealed that diversionary work can be undertaken so as to remove these as a masterplanning constraint. The undergrounding of overhead utility infrastructure will also provide a public benefit through improved amenity.

The presence of significant electrical and gas infrastructure in this location allows for a straightforward new connections strategy to be developed that does not rely on extensive off-site reinforcement works and the associated timing implications. The phased delivery of this strategic development proposal is therefore achievable through incremental extensions to the existing network.

The presence of significant water and wastewater infrastructure in this location again allows for a straightforward strategy to be developed that can be phased. With Goddards Green Wastewater Treatment Works (WwTW) in close proximity there is an ability to connect the new wastewater infrastructure direct to this facility, thereby removing the need for upgrades to the existing system with the associated timing implications. Whilst the matter of treatment capacity at Goddards Green WwTW will not necessarily influence the masterplan it could influence the delivery timescale for the later phases of development. Liaison with Southern Water has revealed that solutions to increase treatment capacity are already being investigated to allow the planned levels of growth to proceed. Similarly the new connections charging regime proposed by Ofwat, expected to come into effect in April

2018, will change the way in which wastewater infrastructure is delivered from the current reactive system to a more proactive system.

Heritage

The illustrative masterplan has been designed to protect the setting of the Grade II listed barn at North End Farm, by providing a buffer zone around it within which there will be no development.

The masterplan aims to retain and enhance the quality of High Hatch Lane and Pangdean Lane, with their associated hedgerows and woodland by incorporating them within the layout as important pedestrian and cycle routes. The overall site layout is informed by the historical alignment of these routes, with the main spine road in particular running alongside High Hatch Lane, separated by a retained verge and hedgerow. Incursions across these important features have been minimised to reduce negative impacts and maximise their amenity value as car-free routes.

Ecology

The Masterplan will be underpinned by an integrated landscape and ecological design, which will ensure that the ecological value of the site is sustained and enhanced. Key ecological considerations identified at this stage include the following:

- Retention and buffering of all semi-natural woodland habitats within the site, including Ancient Woodland.
- Creation of green corridors that integrate retained woodland, hedgerows, river, streams and trees to create a strong landscape and ecological framework.
- Retention of semi-improved neutral and marshy grassland with provision of compensatory habitat for impacts that are unavoidable.
- Inclusion of a multi-functional SuDS strategy that provides ecological benefits.
- Avoidance of long-term impacts on protected species, with appropriate ecological mitigation and enhancement implemented to maintain the status of species present.
- Long-term management of the retained and proposed habitats through the implementation of a Landscape and Ecological Management Plan (LEMP).

The design approach will be informed by, and undertaken in parallel with, an Ecological Impact Assessment (EclA), which would include the results of further surveys for protected and notable species. Natural England and Mid-Sussex District Council will be consulted on the precise scope of the proposed ecological work and the emerging development proposals. This will ensure that the development accords with national and local planning policy in respect of biodiversity and nature conservation, and that appropriate mitigation and enhancement measures are delivered.

Indicative framework

Landscape design strategy

Landscape design strategy

To successfully integrate new residential development within the Site the following landscape strategy has been devised:

- Open space and structural planting (Green Lungs) will be established in the western part of the Site to provide a softened edge to the extended built-up area of Burgess Hill;
- Proposed built forms will be interlaced with areas of structural planting, which will reinforce the existing hedgerow patterns while also providing new green infrastructure linkages across the Site and softening the appearance of built forms;
- Areas of 'green lungs' comprising interconnected open space and structural planting will be established through the eastern part of the Site to form part of a wider 'Green Circle' around the existing built-up area of Burgess Hill;
- The scale, mass and materials of the introduced built form will respond to the local built vernacular, which is sympathetic to, but distinct from its surroundings, creating a community with its own 'sense of place' whilst reinforcing the existing local identity;
- Built development will be offset from Pook Bourne, which runs through the centre of the Site, with ecological and biodiversity enhancements taking place along the course of Pook Bourne, emphasising its function as a key blue infrastructure link across the Site;
- A network of footpaths and cycle ways will be provided throughout the Proposed Development, following historic hedgerows where appropriate, while the narrow country lanes will be retained so that the Proposed Development reflects the partly rural character of the area and relates to the historic landscape pattern;
- All built development adjacent to Ancient Woodland will be offset by a minimum of 15m in accordance with standing advice from Natural England;
- No built development will take place within the most elevated parts of the Site to take advantage of the localised screening within the Pook Bourne valley, and in doing so minimising the area from which the Proposed Development will be visible; and
- The existing and proposed areas of planting, open space and Sustainable Drainage Systems will enhance the biodiversity and ecological habitat value of the Site and will be managed and maintained through a Landscape and Biodiversity Management Strategy.
- A robust green buffer of between 10-20metres deep would be provided along the southern boundary comprising hedgerow and hedgerow trees, canopy trees of 2-4 trees deep and understorey planting.

The large inter-connected parcels within the Site, bounded by an existing robust vegetation structure, provide a high degree of flexibility for siting development contained within the localised valley associated with Pook Bourne. Development within the Site provides the potential to respond positively to the published landscape character aims while also facilitating the provision of new areas of publicly accessible land.

Furthermore, development within the Site will enhance the existing green infrastructure linkages while also creating new linkages that will integrate the built development within the landscape, thereby reinforcing and strengthening the local identity and sense of place.















Protect and enhance existing woodland



Maximising the potential of existing watercourses

Green Infrastructure Framework

KEY

- | | |
|---|--|
|  | Study Area |
|  | Existing Water Courses and Features |
|  | Ancient Woodland |
|  | Contours/ Spot Heights (Metres AOD) |
|  | Informal Green Space Corridor |
|  | Key Green Infrastructure Corridor
Associated with Pook Bourne |
|  | Tree Belt/ Substantial Hedgerow |
|  | Trimmed Hedgerow |
|  | Gappy Hedgerow |
|  | Woodland |
|  | Amenity Space |
|  | Sunken Lanes |



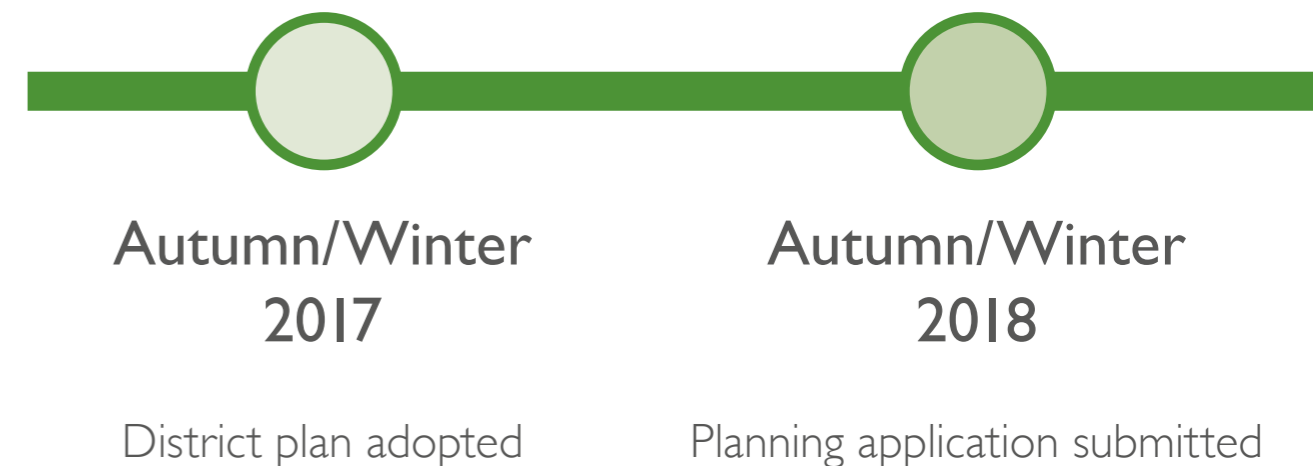
Deliverability

Available, achievable and deliverable immediately.

Delivery

Land availability and capacity

- The Council has prepared evidence of site selection as part of the District Plan preparation. This considered West of Burgess Hill positively however considered that there were land ownership issues and insufficient evidence of deliverability. Thakeham has since responded to this, indicating that land ownership concerns had been addressed and a proportionate evidence base was available for the purposes of supporting a site allocation.
- Thakeham Homes has secured a significant proportion of the site, with the remaining parcels at an advanced stage of the legal process. This ensures the deliverability of the site. Taking account of the site characteristics discussed above, these parcels equate to a total developable area of approximately 35 Ha.
- Based on the assumption that 2.2 Ha of developable land is allocated for the provision of a primary school and that there will be elements of mixed use provision, the resulting residential capacity of the site is currently estimated to be in the region of 1,300 – 1,500 dwellings at an average density of between 40-45 dwellings per hectare (dph).
- The delivery of the scheme will be led by Thakeham which may also include provision for SME builders and self-build opportunities to allow for new entrants to the market and allow for the safeguarding of plots for those who wish to build their own houses.

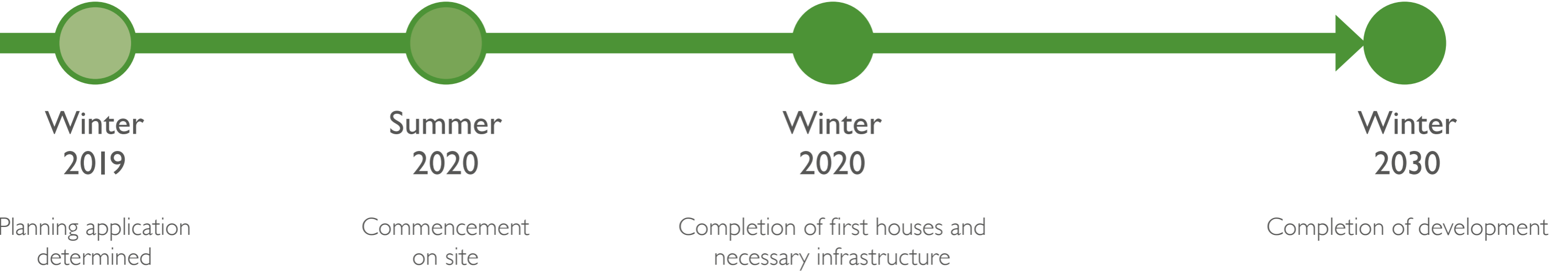


Planning and programme

- The entire Site would be under the control of Thakeham Homes, thereby ensuring that deliverability is unhindered by others. There would be no barriers to commencing development on site in a timely fashion.
- Certain key planning matters would need to be fully considered ahead of any planning application, such as sewerage/drainage capacity, highways layout, ecology, trees and design. On the assumption that the District Plan is adopted in autumn/winter 2017, we see no reason why a planning application could not be submitted in autumn/winter 2018, to be determined in the spring/summer of 2019. This would allow for a start on site in late 2019 and the first new homes becoming available in winter 2020.
- We would expect an annual delivery rate of 150 homes, meaning that the development would be completed circa 2030. This programme could have its benefits in enabling the Council to ensure a steady supply of new homes and should the Council seek to allocate further sites in this Plan, this could potentially avoid the need for a Site Allocations DPD to be produced in 2020/21.



Pedestrian friendly streets and spaces (a recent Thakeham Homes development)



Benefits of development

Led by Thakeham, the proposed development to the West of Burgess Hill has the potential to make a significant contribution towards the Council's outstanding housing shortfalls through the delivery of a comprehensive urban extension to the west of Burgess Hill.

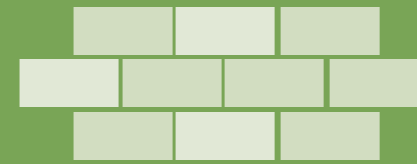
This development can complement the existing Northern Arc strategy for growth in the town and provide certainty for the Council's housing land supply across the plan period.

The proposed development at Burgess Hill provides an opportunity for a new gateway to the west of the town, which can be sensitively integrated into the existing design context and take into account the Council's Northern Arc proposals. As part of a comprehensive development, the proposals at Burgess Hill will address the three components of sustainability, which provide the golden thread through the national planning framework.

Summary



Social potential for up to 40% affordable housing in line with the emerging requirements of the Mid-Sussex District Plan



Economic Creation of 1,950-2,250 construction jobs and a further 975-1,125 associated supply chain jobs.



Social New and enhanced pedestrian and cycle networks to connect to features within the site, the wider Burgess Hill area and the surrounding countryside.



Social Capacity of around 1,300 to 1,500 dwellings to be delivered on the site led by Thakeham to assist the Council in meeting shortfalls in housing supply.



Social Creation of new 2FE primary school on site along with a local centre incorporating local retail opportunities.



Economic An increased population to support local facilities and services with a combined spending power between £35.7m and £41.2m.



Environmental The site will incorporate the Ancient Woodland within the design of the proposal to ensure that the area is protected as part of any development strategy.



Social Creation of new public open space and children's play/sports facilities



Economic Continued New Homes Bonus revenue for Mid-Sussex District Council



Environmental A landscape led strategy which includes the provision of safeguarded green buffers along with new areas of public open space and habitat creation.

Summary

An attractive, sustainable neighbourhood, which addresses strategic need while offering numerous socio-economic benefits.

- Available
- Achievable
- Deliverable

Land to the west of Burgess Hill offers an opportunity to deliver much needed new homes within Mid Sussex. Development of the Site would bring numerous socio-economic benefits to the local and wider area as well as creating a highly desirable, sustainable extension to the town; providing a wide range of new homes and associated facilities within a beautiful landscape setting.

The town of Burgess Hill is located within the least-constrained part of the district and has many locational advantages in terms of access to facilities and services, as well as proximity to emerging development sites, not least the proposed Business and Science Park identified in the Mid Sussex District Plan.

The Council has been tasked with finding additional sites in the District to address the imbalance of housing supply with housing requirement. Burgess Hill is one of the most sustainable locations in the District and is also one of the least constrained in terms of environmental designations. Provision should be made for increased housing delivery in Mid-Sussex in order to meet the needs of the District and the unmet needs from Crawley. The town is well suited to meet this need and Thakeham consider that it is the most appropriate location for additional growth, which should be delivered through the plan-led system.

The proposals will support sustainable economic development in Burgess Hill. Delivering much needed market and affordable housing which could help stimulate economic growth and assist in meeting the housing need within the district.

We have carried out a number of technical studies to support our proposal, and as a result of these findings, promote this site as both available and developable. In addition we consider that this site has the ability to begin delivery within the first five years following any successful allocation, and on this basis the site could make a significant positive contribution to housing provision in the short term.

This is an excellent opportunity to address a pressing strategic need in a highly sustainable manner, by creating a new community of choice for both existing and future residents of Burgess Hill.



